

Message Text

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FOLLOWING REPEAT MONTREAL 1869 ACTION SECSTATE

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UNCLAS MONTREAL 1869

E. O. 11652: N/A

TAGS: PORG, EAIR, ICAO

SUBJ: ICAO:AWOP-6 MEETING DATES

1. FOLLOWING INFORMATION HAS BEEN PROVIDED UNOFFICIALLY
BY MEMBER/ANC FROM UK. IT WILL BE INCLUDED AS AN
ATTACHMENT TO BRIEF WORKING PAPER BEING DRAFTED BY
SECRETARIAT. WILL BE CONSIDERED ALONG WITH AN-WP 4611.
ANC OB 83-25 AND 83-26 CARRIES AS SECOND ITEM
AN AGENDA FOR 7 DEC, BUT DOUBTFUL IT WILL COME UP UNLESS
TAKEN OUT OF ORDER DUE TO EXPECTED CARRY OVER FROM
6 DEC MTG. TEXT FOLLOWS:

"IMPORTANT CONSIDERATIONS CONCERNING THE CONVENING OF THE
SIXTH MEETING OF THE ALL WEATHER OPERATIONS PANEL

1. AT ITS FIFTH MEETING, 27 OCTOBER TO 2 NOVEMBER 1973, THE ALL
WEATHER OPERATIONS PANEL, RECOGNISING THE IMPORTANCE OF THE TASK OF
ASSESSING THE RESULTS OF STATES PROGRAMMES AND THE TOTAL SYSTEM
SUBMISSIONS, ESTABLISHED WORKING GROUP "A" AND DEVELOPED TENTATIVE
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GUIDELINES FOR THE WORKING GROUP TO FOLLOW. WORKING GROUP A WAS

CHARGED PRIMARILY WITH THOSE PORTIONS OF THE PANEL'S WORK PROGRAMME ASSOCIATED WITH THE TASK OF ASSESSING THE FIVE CONTENDING SYSTEMS WHICH HAD BEEN PROPOSED TO ICAO BY MEMBER STATES. THE WORK PROGRAMME WAS APPROVED BY THE ANC ON 12 AND 14 FEBRUARY 1974.

2. WORKING GROUP A SUBSEQUENTLY MET IN THE HAGUE, LONDON, MELBOURNE AND PARIS TO PREPARE FOR THE ASSESSMENT BY ESTABLISHING EVALUATION CRITERIA, GROUND RULES FOR ASSESSMENT, A SUBMISSION FORMAT, STANDARDISED TEST REQUIREMENTS AND TO VISIT TEST SITES. SINCE THE RECEIPT OF TOTAL SYSTEM SUBMISSIONS WORKING GROUP A HAS HAD FURTHER MEETINGS AT BRAUNSCHWEIG, WASHINGTON, THE HAGUE AND LONDON TO PROCEED WITH THE ASSESSMENT OF THE TOTAL SYSTEM SUBMISSIONS.

3. AT THE SIXTH MEETING OF AWOP WORKING GROUP A HELD IN THE HAGUE QUESTIONS WERE RAISED ABOUT THE ABILITY OF DMLS TO OPERATE SATISFACTORILY IN CERTAIN MULTIPATH ENVIRONMENTS AND IN PARTICULAR WITH RESPECT TO MULTIPATH AFFECT ON THE REFERENCE SIGNAL. THE DISCUSSION HIGHLIGHTED THE NEED FOR VALIDATION OF THE MODEL USED IN A SIMULATION OF MULTIPATH EFFECTS CARRIED OUT UNDER CONTRACT WITH THE US FAA BY THE LINCOLN LABORATORY IN THE UNITED STATES BEFORE JUDGEMENTS COULD BE FORMED ON THE VALIDITY OF THE QUESTIONS THAT HAD BEEN RAISED. THE GROUP CONSIDERED THAT THE PREFERRED METHOD OF MODEL VALIDATION WOULD BE TO INSTALL A DMLS ON THE TYPE OF SITE THAT THE US SIMULATION INDICATES WOULD GIVE RISE TO THE GREATEST PROBLEM. THE PANEL MEMBERS NOMINATED BY THE US AND THE UK AGREED TO CONSIDER THIS POSSIBILITY OUTSIDE THE MEETING.

4. BECAUSE OF THE SPECIALIST NATURE OF SOME OF THE SIMULATION WORK BEING UNDERTAKEN IN THE ASSESSMENT PROCESS THE WORKING GROUP ESTABLISHED A MULTIPATH SUB-GROUP TO EXAMINE THIS WORK IN DETAIL. THE SUB-GROUP MET IN BOSTON, MASS. USA (11-15 OCTOBER 1976). THE REPORT OF THIS SUB-GROUP MEETING CONTAINED THE FOLLOWING SUB-PARAGRAPH. "THE DISCUSSION DURING THE MEETING AT THE HAGUE IN REFERENCE TO TESTING THE UK DMLS AT AN OPERATIONAL US AIRPORT WAS ALLUDED TO. THERE WAS GENERAL AGREEMENT THAT A DIRECT COMPARISON OF DMLS AND TRSD PERFORMANCE AT THE SAME SITE WOULD BE EXTREMELY INTERESTING, PARTICULARLY IF THE SITE WERE A DIFFICULT ONE. IT WAS SUGGESTED AS A POSSIBILITY THAT DMLS

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COULD BE INSTALLED AS A DIRECT REPLACEMENT FOR THE TRSB AZIMUTH SYSTEM AT NAFEC, NEAR ATLANTIC CITY, N.J., USA, ESPECIALLY SINCE THIS WOULD BE LOGISTICALLY SIMPLE. IN RETURN, TRSB COULD BE INSTALLED AT BEDFORD, BUT SINCE THIS IS ACKNOWLEDGED TO BE THE CLEAREST OF THE TEST AIRFIELDS THE LATTER EFFORT MIGHT PRODUCE LITTLE OF SIGNIFICANCE. FURTHER INVESTIGATIONS OF SUCH EXCHANGES WERE GENERALLY AGREED TO BE WORTH PURSUING."

5. AT THE SEVENTH MEETING OF AWOP WORKING GROUP A (LONDON, 2-12 NOVEMBER 1976) THE ISSUE OF TRSB AND DMLS BEHAVIOUR IN A SHADOWING ENVIRONMENT WAS IDENTIFIED AND DISCUSSED BUT COULD NOT BE ASSESSED. IT WAS RECOGNISED THAT SIDE BY SIDE TESTS OF THE TWO SYSTEMS ON THE SAME SITE WOULD GREATLY ASSIST THE ASSESSMENT AND INTEREST WAS EXPRESSED IN THE POSSIBILITY OF INCLUDING SUCH TESTS IN THE PROGRAMME WHICH IS CURRENTLY BEING CONSIDERED BY THE US AND UK AUTHORITIES.

6. MULTIPATH PERFORMANCE IS RECOGNISED AS A FACTOR OF MAJOR IMPORTANCE IN SYSTEM COMPARISON AND THE RESULTS OF DMLS TRIALS IN USA WOULD PROVIDE THE FIRST AND ONLY VALIDATION OF CONCLUSIONS OF SIMULATION STUDIES OF MULTIPATH EFFECTS ON DMLS. THE SPECIALIST SUB-GROUP OF AWOP HAS AGREED ON THE NEED FOR A PRACTICAL VALIDATION TO PROVIDE A CREDIBLE RATIONALE AS A BASIS FOR THE COMPARATIVE ASSESSMENT OF MULTIPATH PERFORMANCE NECESSARY FOR INCLUSION IN THE AWOP RECOMMENDATION ON THE NEW GUIDANCE SYSTEM TECHNIQUE SELECTION.

7. CONCLUSIONS FROM THE TEST PROGRAMME OUTLINED ABOVE ARE LIKELY TO RESOLVE THE MULTIPATH ISSUE AND IF THIS IS NOT DONE BEFORE AWOP THE MEETING WILL MORE LIKELY CONCENTRATE ON AN ADVERSARY ANALYSIS OF COMPETING SYSTEMS RATHER THAN THE PRODUCTION OF A FIRST CLASS RECOMMENDATION.

8. THE UK BELIEVES THAT THE PROVISION OF ON-SITE VALIDATION DATA PRIOR TO AWOP 6 IS AN ESSENTIAL PRE-REQUISITE FOR INFORMED SUBSEQUENT APPRAISAL AND ACTION BY THE ANC ON RECOMMENDATIONS ARISING FROM AWOP 6 AND FOR THE SUCCESSFUL PROGRESSION TOWARDS A DECISIVE ICAO SELECTION OF A NEW GUIDANCE SYSTEM INTENDED TO SERVE FOR AT LEAST THE NEXT 30 TO 40 YEARS. WITHOUT SUCH DATA, CONTINUING DOUBTS PREJUDICIAL TO INTERNATIONAL AGREEMENT SEEM TO BE A CERTAINTY.

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9. IN THE LIGHT OF THE ABOVE INFORMATION THE UK URGENTLY REQUESTS THE ANC TO CONSIDER THE POSTPONEMENT OF A DECISION ON THE DATES FOR CONVENING AWOP 6 UNTIL SUCH TIME AS IT IS INFORMED THAT THE RESULTS OF TESTS REFERRED TO IN PARAGRAPH 6 ARE CONDUCTED AND THE RESULTS MADE AVAILABLE TO AWOP." END TEXT
HARPER UNQTE ROBINSON

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